The subject of this memoir, Arthur Kavanagh, as was generally styled, was apparently destined by nature to a secluded, useless and unhappy existence, he was born without limbs. It is a serious fault what he could to supply the deficiencies by mechanical appliances, but it is also stated that all these en Kavanagh became a fearless rider, a good shot, an an expression in such a case sounds paradoxical, not of Leinster, and occupying a poble mansion dating from the latter part of the sixteenth century might have been said that his lines were cast pleasant places, but for the drawback of isin, he seems never to have felt the absence of

into his saddle; but how he could shoot, and write, as ugh a difficult pass, strapped as always to horse, the latter missed its footing and slipped self, but the horse caught on a bush ten feet ends of the youth to unstrap him. which has been drawn upon liberally here does not show very much observation, it must be said, incidents; but it certainly indicates the traveller's temperament, courage, coolness and inwas the financial head of the party, was atby consumption, and had to start for home but the disease advanced so rapidly that he could go further than Batavia, where he died quite sud-

nagh was stranded in the middle of India, with only sought work. First he obtained a place as dis ng everything. He continued to hunt his own

seat through the treachery and ingratitude of his threw them for his opponent. He never blow, for he had done everything and made all sacrifices for these ingrates. But, as he afterward said, they were not mainly responsible. His defeat was one of the signs of the times; an incident of the Land League campaigns, which sapped all confidence and embroiled all relations between tenants and landlords, Arthur Kavanagh, it is true, does not appear ever to have been shot at, and this is somewhat surprising, for he was a warm and stanch friend to the disestablished Irish Church, and he was ever very prom inently connected with the organized opposition to the Land League and the National League. In his place in Parliament he stood for law and union. He held that the first need of the situation was to protect loyal and law-abiding Ireland against the oppression and tyranny to which it was subjected by the class of agitators. In his speeches and papers he insisted steadily upon the sufferings endured by the Irish peasant, small farmer and small shopkeeper at the nands of his own countrymen. He always denied that the Parnellite views were applicable to the country at large, but maintained that half the Irish people were simply terrorized, and demanded nothing more than peace and security for life and property. Mr. Kavanagh's opinions were sought by the highest personages, for his reputation for sound judgment, ioderation, and fulness of knowledge, made him a

Many of his speeches and writings are put in evidence here, and they are well worth reading, no matter what views the reader may entertain, for they are evidently the experiences of a thoroughly highminded man possessing unusually full information on the whole subject. He himself was in favor of peasant proprietorship, but Home Rule as defined by Parnell be considered certain to result in anarchy and general ruin. He has some highly interesting observations upon the decline of the power of the Catholic priesthood in Ireland of late years; and unlike the majority of those who oppose Home Rule, he regretted the changes, which he thought menacing to the future of the country, for he held that the growth of skepticism was the inciting cause of it, and that skepticism and communism went together. The moderation of his views, however, the perfect coolness and sanity of his arguments, gave weight to what he said, and extended his influence. The present biography is and extended his hinderec. It really gives but an imperfect and shadowy view of a personality that must have been exceedingly interesting and attractive, and which deserved to have been described by a more skilful hand and in a more thorough manner. With all its deficient cies, however, the book succeeds in awakening an interest and admiration for its subject, and in demonwhose vital deprivations are a measure of the force of spirit by which he more than regained a position of equality with his fellows.

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The most successful sale at the Real Estate Exchange yesterday was by Peter F. Meyer of the estate of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the Supreme Court for the administration of the order of the supreme order to the Supreme Court for the administration of the order of the avenue, and sixteen these, led in the order of the avenue, and 25 on the order of the avenue, and 25 on the order of the avenue, and 25 on the order of the order of the avenue, and 25 on the order of the order of the avenue, and 25 on the order of the order of the order of the avenue, and 25 on the order of the order of the avenue, and 25 on the order of t offered Nos. 349 and 351 Grand-st., two three-story brick and frame houses on lots 21x30,000 from the \$21,700 from E. Popper, and No. 351 \$23,000 from the same buyer. The same anctioneer offered Nos. 148 and 150 West Fiftheth-st., a three-story and basement brick dwelling. Producing a rental of \$2,820 per animam; the oldding ran from \$25,000 up to \$30,000; to West Fiftheth-st., as three-story and basement brick dwelling. Producing a rental of \$2,820 per animam; the oldding ran from \$25,000 up to \$30,000; to West Fiftheth-st., as three-story and basement brick dwelling. Producing a rental of \$2,820 per animam; the oldding ran from \$25,000 up to \$30,000; to West Forty-stable three story brownstone dwelling leased to \$10,500 to A. Stern.

No. 222 West Fiftheth-st., is a three-story brick dwelling on a lot 20x40x100; tt sold for \$12,100 to F. Adams. No. 142 West Forty-sixth-st. was wifting on a lot 20x40x100; tt sold for \$12,100 to F. Adams. No. 142 West Forty-sixth-st. was wifting on a lot 19.5x54; it brought \$12,700 from S. D. Reynolds. No. 330 East Twenty-fourth-st., a three-story brownstone dwelling on a lot 19.5x54; it brought \$12,000 from S. D. Reynolds. No. 330 East Twenty-fourth-st., a three-story brownstone dwelling on brick tenement, with store, on full lot, sold to Cornelius Callahan for \$12,200.

No. 225 East One-hundred and-second-st. Is a five-story brick tenement, with store, on full lot, sold to Cornelius Callahan for \$12,200.

No. 225 East One-hundred and-second-st. Is a five-story double brick tenement on a full lot; it brought \$17,500 from G. Levy. A leasehold interest in No. 612 Fifth-ave. was offered by the same anctioneer; the property is held from the Columbia College on a lease expiring 1908, with remewals, at a ground rent of \$1,500, taxes, etc.; it brought \$12,000 from H. B. Bell.

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p. 10.:16 (3:30, 3:55, 16:25 p. m.; also for PoughKeepsel 12:00 noon, 12:30, 14:15 a. m., 12:00
noon, 13:30, 3:55, 4:50, 6:00, 10:25, 7:30, 9:15 p. m.,
112 night, 410, 10:00, 110:30, 111:15 a. m., 9:19:00 neon, 13:30, 3:55, 4:50, 6:00, 10:20, 13:20, m. c 12:00
TROY-17:45, 9:10, 10:00, 110:30, 111:15 a, m. c 12:00
TROY-17:45, 9:10, 10:00, 110:30, 111:15 a, m. c 12:00
UTICA AND SYRACUSE-142, 9:00, 10:00, 110:30
a, m., 12:00 neon, 4:50, 6:00, 7:30, 9:15 b, m., 12:00
neon, 13:30, 12:00 neon, 4:50, 6:00, 7:30, 9:15 b, m., 12:00 neon, a. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 b. m. 12:00 noon, 4:50 p. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 b. m. 12:00 night. BUFFALO-9:10, 10:00, 10:30 a. m., 12:00 noon, 4:50 p. m. 10:00, 10:30 a. m., 12:00 noon, 4:50 p. m. 10:00, 10:30 a. m., 12:00 noon, 4:50 p. m. 10:00, 7:30, 9:15 p. m. 12:00 noon, 4:50 p. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 p. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 p. m. 12:00 noon, 4:50, 8:00, 7:30, 9:15 p. m. 12:00 noon, 4:50, 8:00, 7:30, 9:15 p. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 p. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 p. m. 12:00 noon, 4:50, 6:00, 7:30, 9:15 p. m. 12:15 night. AUBURN, GENEVA AND CANANDAIGUA-9:10, 10:00 AUBURN, GENEVA AND CANANDAIGUA-9:10, 10:00
110:30 a.m. 7:30, 3:13, b. m. 11:00 midnight.

BERKSHIRE HILLS VIA HARLEM DIVISION—
11:10 a.m. 13:10 p. m.
For tickets and space in Sleeping Cars apply at Grand
Central Station, or 11:00 and 1 Broodway. 12
Park Place, 53 West 12:35 set and 1 Broodway. 12
Park Place, 53 West 12:35 and 1385 s.t. station. NewYork: 333 Washington-sta, or Publicat, and 308 Bedfordaye. E.D. Brooklyn, and 100 Hudson-st. Jersey City,
Westoct's Express calls for and checks baggage from
hotels and residences through to destination.
10:ally except Sunday.
Other trains run daily.
Above trains except those leaving at 9:10, 10:00 a.m.,
12:00 mono, 2:30, 3:30, 3:35, 4:50, 4:55, 0:25 p. m.,
and 12:00 midnight, stop at 128th Street Station.
JOHN M. TOUCEY,
GEORGE H. DANIELS.
Gen'l Passenger Agent.



Title will be guaranteed to purhasers free of cost by policies of the TITLE GUARANTIE AND TRUST COM- PANY, 55 Liberty of TURNEL 126 West 61st-st.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.
Shortest Line. Vestibuled Pulman Conches.

DELAWARE, LACKAWANNA AND

WESTERN RATLEDAD.

Shortest Line. Vestboled Fellman Coachos.

9 a. H.-Bullado and Oswego Express, via Paterson for
Water Log. Strondsborg, Separaton Bunghanton, Owego,
Rhaca, Waverly, Edmira, Corning, Bath, Danville, Sherburne, Waterville, Richfield Springs, Utlea, Mt. Molcis,
burne, Waterville, Richfield Springs, Utlea, Mt. Molcis,
comeets at Seranton with trains for
terrodiate station. Connects at Seranton with trains for
terrodiate station. Connects at Seranton with trains for
terrodiate station. Annual Connects at Seranton with trains for
Bullalow Milkesourre, Danville, and Northumberland; at
Bullalow Milkesourre, Danville, and Northumberland; at
Bullalow Milkesourre, Danville, and Ronten.

1 p. m.—Bulladom on Mail, via Boonten.

1 p. m.—Bulladom on Mail, via Boonten.

Scranton With trains for Pittston, Kingaton and Wilkesbarre.

4 10 p. m.—Scranton, Wilkesbarre and Plymouth Express.

7 30 p. m. (dality.—Bullado, Linguist Express.)

Railroads,

· RAILROAD.

THE STANDARD RAILWAY OF AMERICAL The Scenic Line to the West.

Desbrosses and Cortlandt Streets, as follows :-

On and after MARCH 1st, 1891.

On and after MARCH 1st, 1891.

THE FAST LINE.

See A. M.—Pullman Vestibule Sleeping and Parlor Care.
Arrives Cleveland 5:25 a. m., Columbus 5:30 a. m.,
Chicago 5:00 p. m., and St. Louis 7:00 p. m. next day.
Connects, also, for Toledo, except Saturday.

THE PENNSYLVANIA LIMITED.

10.00 A. M.—Composed exclusively of Pullman Vestibule
Brawing and State Hoom, Sleeping Dining, Smoking,
and Observation Cars, presenting financial reports,
aldies' maid, barber-shop, library, and all the conventences of home or office. Heazed by steam and lighted
by stationary and movable electry sleeping Cars from NewChicago and Chicago AND CINCINNATI EXPIESS.

ST. LOUIS, CHICAGO, AND CINCINNATI EXPIESS.

2.00 P. M.—Pullman Vestibule Sleeping Cars from NewChicago and Chicago Cars from New-York to
Columbus. Arrives Cincinnati 7:10 a. m. ext day.

THE WESTERN EXPIESS.

6.30 P. M.—Pullman Vestibule Sleeping Car New-York
THE WESTERN EXPIESS.

For ATLANTIC CITY, 1:50 p. m. week days, with Through Buffet Parlor Car.

Express: 6:20, 7:20, 8:00, 8:30, 9 (10 Chicago Limited, with Dining Car, and 10:10 Washington Limited, with Dining Car, and 11:00 a. in., 12:20, 1:00, 2:10, 8:30, 8:30, 4:00, 4:30, 5:00, 6:00, 6:30, 8:30, 6:00, and 9:00 p. in. and 12:15 night. Accommodation, 11:10 a. in., 4:36 and 7:20 p. in. Sundays, Express, 6:15, 8:30, 9:00 (10 Limited), and 10 a. in., 2:20, 4, 4:30, 5:00, 6:30, 8:20, and 9:00 p. in., and 12:15 night. Accommodation 7:00 p. in.

For time-inbles of trains to local points on the Pennsylvania riadirous System, apply at the following Ticket Offices: Nos. 1, 425, 8:49, and 9:44 Broadway, 1 Astor House, and foot of Desbrowes and Cortinati sax: 4 Court. st., 8:30 Fulton-st., and Brooklyn Annex System, foot of Fulton-st., Brooklyn; 75 Hudson-st., Hoboken; Station, Jersey City.

BETWEEN NEW-YORK AND CHICAGO,

DINING CAR THROUGH TO CHICAGO. ALL SOLID EXPRESS TRAINS. D EACH TRAIN RUNS THROUGH TO CHIC NO EXTRA CHARGE FOR FAST TIME.

BY THE

333 Fulton-st., Brooklyn; 107 Broadway, and New; corner Newark and Hudsen sts., Hoboken, and Newigon, Josep City, where tickets and Parior and Sieping reservations and orders for checking and transfer of baggage can be obtained. W. C. RINEARSON, General Passenger Agent. CENTRAL R. R. OF NEW-JERSEY

CENTRAL R. R. OF NEW-LERSEY
FOOT OF LIBERTY-ST, NORTH RIVEL.

1:30 a. m. for Easton, Mauch Chunk, Wilkesbarre,
Scranton, Reading, Harrisburg, Tamaqua, Shamokin, Sunbury, Williamsport. On Sundays for Easton, Mauch Chunk,
Wilkesbarre and Scranton.

0:00 a. m. for Easton, and Mauch Chunk. On Sundays,
Easton, Mauch Chunk and Shamokin.

5:45 a. m. for Easton, Mauch Chunk, Wilkesbarre,
Scranton, Reading, Harrisburg, Potsville, Tamaqua,
Shamokin, Sunburg, Williamsport. Through coach to
Williamsport.

1:00 b. m. for Easton, Mauch Chunk, Reading,
Hafrisburg, Potsville, &c. On Sundays for Tamaqua also,
3:45 p. m. for Easton, Mauch Chunk, Reading,
Lirrisburg, Wilkesbarre, Scranton, Tamaqua, Potsville, Shamokin,
Swilkesbarre, Scranton, Tamaqua, Potsville, Shamokin,

kin.

4:30 p. m. for Easton and Allentown.

5:45 p. m. for Easton Manch Chunk, Reading, Harrisburg, &c. Sundays at 5:30 p. m.

7:30 p. m. for Easton and Allentown.

For Atlantic Highlands, at 4:45, 8:15, 11:15 a. m.,

1:50, 4:30, 6:00 p. m. Sundays, 9:00 a. m., 4:00 p. m.

For Freshold, at 4:45, 8:15, 11:15 a. m., 1:30, 4:20,

6:00 p. m. 6.00 p. m. For Long Branch and points south to Point Pleasant, at 4.45, 8.15, 11:15 a. m., 4:00, 4:20, 6:00 p. m. Sundays, except Ocean Grove and Asbury Park, 9:00 a. m., 4:00 p. m. For Red Bank, at 4:45 8:15, 11:15 a. m., 1:80, 4:00, 4:20, 5:10, 6:00 p. m. Sundays, 9:00 u. m., 4:00 p. m. FOR LAKEWOOD.

Daing Car (except Sunday), a. m., 2:00, 3:30 (Daing Car), 5:00 p. m., 12:15 night. Dining Car on 0 a. m. train risburg, Pottsville, &c., have connection for acading, har-risburg, Pottsville, &c. For Sunbury and Williamsport, via Philadelphia, at 7:45 a.m. (1:30 Buffet Parlor Car), 7:30 p. m., 12:15 midnighs (except Saturday night.) Sundays, 6:00 p. m., 12:15 midnighs (except Saturday night.) Sundays, 6:00 p. m., 12:17, 12:18, 13:1

EHIGH VALLEY RAILROAD. PASSENGER TRAINS leave foot of Cortlandt and Desbrosses sts. as follows:

General Eastern Office, 235 Broadway.